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VOLGA AND VLADIVOSTOK SHIPPING CRITICIZED

VOLGA NOT FULLY UTILIZED -- Gudok, No 73, 19 Jun 49

The possibilities for transport on the Volga River are not fully exploited. During 1948, freight turnover, especially of timber, wheat, metal, and machines, in the port of Gor'kiy was considerably smaller than in other years. A huge quantity of all types of freight which could have been transported on the Volga and its tributaries was shipped by rail, and operating conditions in the Gor'kiy railroad junction have become very complicated.

During 1948 it was planned to transfer to river transport at Gor'kiy 70 percent of the timber being shipped from points on the Gor'kiy and Pechora railroad systems to the Donets Basin and the Caucasus, and a special transshipment base was set up. However, not one carload was transferred. Beginning in April 1949, a considerable amount of lumber, mine shore timber, and railroad ties was to be transferred at Gor'kiy from railroad to river transport, but only one tenth of this plan has been carried out. Transporting timber by railroad to points in the south is 7 - 9 times more expensive than transportation by river.

The Balakhna Paper Combine, on the Volga, has its own wharf, but all of its production is sent to Moscow by rail, whereas shipping it via the Volga and the Canal imeni Moskva would free 2,000 freight cars during the navigation season. Sending firewood to Moscow via the Volga and Uazha rivers would shorten the distance traveled by 445 kilometers. The Gor'kiy Automobile Plant seems reluctant to ship its products by water. It ships spare parts to Ul'yanovsk by railroad, a trip which takes 8 days and covers 936 kilometers, whereas by water the 675-kilometer trip takes only 3 days. Shipping flour, silica brick, and glass by the Volga would release hundreds of freight cars on the Gor'kiy system and save 14 - 16 million rubles during the navigation season.

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VLADIVOSTOK PORT CRIMINALS -- Krasnoye Znamya, No 118, 21 May 49

At the beginning of 1949, Vladivostok port workers entered into competition with railroad workers of the Primorskiy Railroad System and pledged to decrease the idle time of freight cars in handling operations by 4 percent more than the plan and to fulfill the State plan for loading and unloading by 105 percent. Since the beginning of the year, both railroad and port workers have lagged behind the plan in some respects.

In the first quarter, port workers increased the idle time of cars by 5 percent above plan instead of saving time, but in the first part of May recovered this loss and decreased idleness of cars in loading and unloading by 5.3 percent more than planned. In the first part of May, port workers exceeded the loading and unloading plan by 5 percent, but later in the month reduced this achievement because of the lack of empty cars. Railroad workers, particularly the Pgershel'd Station, have not consistently met the schedule for shipment of cars to the port.

A. Kobets, captain of the steamship Aleksandr Nevskiy, reporting on the high-speed ship-handling methods employed at the port of Vladivostok, said that on return from one of the three voyages he has made this year the ship was loaded and unloaded in half the usual time. The ship put to sea on the third day instead of later than the fifth day, as had been estimated. Port facilities had been completely organized to handle the ship before it had even entered the port.

On other trips to Vladivostok, the ship often failed to find such organized, high-speed loading and unloading. Delays occur in particular near the end of the month when all facilities are directed toward completion of the month plan and the prevailing haste results in disorder.

USSURI RIVER TRANSPORT ORGANIZED -- Krasnoye Znamya, No 116, 19 May 49

A base of the Primorskiy Kray Administration of the Utilization of Small Rivers for Transport has been organized at the settlement of Kirevskiy. The base has been supplied with several "kumgasy" and four river cutters suitable for transport of passengers and freight. Ussuri River transport will thus be maintained as far as the junction of the Uliakhe and Daubikhe rivers. A total of 80,000 rubles has been allocated to clearing and putting in the simplest marking system on the Ussuri channel. This is the first work done in organizing transport on Primorskiy Kray rivers.

RIGA RIVERS GET TRANSPORT EQUIPMENT -- Sovetskaya Latvija, No 135, 10 Jun 49

A new floating passenger dock has been built in the Lielupe River near The Mayor's Station. This dock, equipped with waiting rooms and other conveniences for passengers, will service passengers traveling between Riga and Vismor'ye.

The Riga Administration of the Utilization of Small Rivers for Transport received two new Diesel ships from Moscow. The ships can be used to haul freight and passengers, or as tugboats. One of the ships will be put into operation on the Venta River.

MOSCOW-UYA WATER TRAVEL OPENS -- Tschernyyaya Moskva, No 141, 15 Jun 49

River passenger service has opened between Moscow and Ufa. Ships will leave for Ufa every 5 days, on the 5, 10th, 15th, 20th, 25th, and 30th of each month.

CASPIAN FLEET REPORTS SUCCESSSES -- Krasnaya Zvezda, No 138, 14 Jun 49

During the first 4 months of 1949, the Caspian Tanker Fleet saved 400 tons of fuel and gave the State 104,000 rubles of savings.

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